

CHICKAMAGUA NATIONAL MILITARY PARK TOUR ROADS, HAER No. GA-95-B  
CONNECTING ROADWAY  
Chickamagua and Chattanooga National Military Park  
Fort Oglethorpe Vicinity  
Catoosa County  
Georgia

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD  
SOUTHEAST REGIONAL OFFICE  
National Park Service  
U.S. Department of the Interior  
100 Alabama Street SW  
Atlanta, GA 30303

## HISTORIC AMERICAN ENGINEERING RECORD

### CHICKAMAUGA NATIONAL MILITARY PARK TOUR ROADS, CONNECTING ROADWAY

HAER No. GA-95-B

Location: Chickamauga Battlefield Unit, Alexander's Bridge Road, between Alexander's Bridge and Slough Bridge, Chickamauga and Chattanooga National Military Park, Fort Oglethorpe Vicinity, Catoosa County, Georgia

U.S.G.S. 7.5 minute East Ridge, Georgia quadrangle  
Universal Transverse Mercator coordinates: 16.661749.3864103

Significance: The Connecting Roadway, Alexander's Bridge, (HAER No. GA-95-A), and Gordon's Slough Bridge (HAER No. GA-95-C) are contributing features to the Chickamauga and Chattanooga National Military Park. The National Military Park is listed on the National Register of Historic Places as a discontinuous historic district. Alexander's Bridge, Gordon's Slough Bridge and the Connecting Roadway are contributing features of the 1890-1942 Commemorative Period.

There has been a bridge spanning West Chickamauga Creek in this location dating back to the Battle of Chickamauga. The wooden structure comprising Alexander's Bridge, which may have been present at the time of the battle, was badly deteriorated and replaced in 1897 with a new wooden bridge built on limestone abutments under the authority of the Chickamauga and Chattanooga National Military Park Commission. In 1907, this wooden bridge was replaced with the current steel pony truss structure using the stone abutments already in place, having been constructed in 1897 as part of the initial park development. Slough Bridge was built in 1907 with limestone used for the abutments. It is not known if a bridge existed at Gordon's Slough during the time of the 1863 Battle.

Description: A raised road-bed was in place as early as 1897 when the existing stone abutments at Alexander's Bridge were constructed. The elevated road-bed was expanded and raised to its current configuration at the time of the construction of Gordon's Slough Bridge in 1907. The elevated roadway is constructed of dry-laid limestone and connects the south end of Alexander's Bridge with the west end of Gordon's Slough Bridge, making a gradual ninety-degree turn to the east in the process. The elevated roadway is also present at the approach to Alexander's Bridge from the north-northeast and the approach to Gordon's Slough Bridge from the south-southeast. There is a clean joint between the south abutment of Alexander's Bridge, while the abutments of Gordon's Slough Bridge are tied into the elevated roadway, being of similar materials and construction.

History: No records describing the design or construction of the roadway were found, however it is likely that Edward E. Betts, Park Engineer, oversaw its design and construction. Historic photographs of the construction of Gordon's Slough Bridge in 1907 indicate that the roadway was probably expanded and raised at this time.

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Sources:

Ezell, David, Historic American Engineering Record. *Chickamauga National Military Park Tour Roads*, HAER No. GA-95. U.S. Department of the Interior, National Park Service HABS/HAER/HALS/CRGIS Division, Washington, D.C., 1998.

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*Report of the Chickamauga and Chattanooga National Military Park Commission*. U.S. War Department, Chickamauga and Chattanooga National Military Park Commission. Washington D.C., 1907.

Historian: William M. Brockenbrough, Brockington and Associates, Inc., 2010.